

Application No. 10/509,929

IN THE DRAWINGS:

Enclosed is a new formal drawing of Fig. 18, accompanied by a Letter to the Official Draftsperson. In Figure 18, reference numerals "49" for the air bag (rubber membrane bag) and "49a" for the at least one connector were added.

IN THE SPECIFICATION:

Please amend the specification as follows:

Paragraph beginning on page 19, at line 15, has been amended as follows:

When the AFIFD 1 is unfolded and the air bag 15 is filled with air, there is possibility that the front and rear surfaces of the air bag, which is partially in free condition, protrude more than the inner surface of the front and rear plates 7 and 8. As shown in FIG. 5; 15, fabric bands 35 are mounted on the front and rear surfaces of the AFIFD 1 to solve the problem. The fabric bands 35 prevent the direct contact of the air bag 15 with the front and rear ~~bands~~ plates 7 and 8, thereby preventing interference of the air bag 15 when the front and rear plates 7 and 8 are closed to the AFIFD 1.

Paragraph beginning on page 19, at line 26, has been amended as follows:

FIG. 16 shows another embodiment of the present invention. In FIG. 16, the ~~AFIFD~~; AFIFD 40, which has a triangular section and is attached on the front surface of the amphibious vehicle, is shown. In general, a trim vane unfolded during the swimming is mounted on the upper portion of the front surface. In the present invention, the front, upper, left and right armor plates serve as the trim vane, the air ~~bags are respectively~~ bag 49 (see FIG. 18) is inserted into the armor ~~plates~~; plates 41, 42, 43 and 44, and the armor plates respectively have the driving means. FIG. 16c shows AFIFD 40 for the front surface as folded state rotates to horizontal position by the driving means 50 for allowing a vehicle mechanic to put the vehicle in good order with open the door of engine room (not shown) of front surface of the vehicle.

Paragraph beginning on page 20, at line 4, has been amended as follows:

FIG. 17 shows a rectangular front armor plate 41, of which the lower end edge is hinged to a front nose portion of the amphibious vehicle. The front armor plate 41 includes an edge 41a protruding from the upper end thereof like an angle in the form of a ~~" "~~ shape, an "L" shape, and edges 41b protruding from the right and left ends in the form of the ~~" "~~ shape: the "L" shape. An upper armor plate 42 is hinged to the upper end edge 41a of the front armor plate 41, and right and left armor plates 43 and 44 of an inverted triangular form are hinged to right and left edges 41b of the front armor plate 41. The air ~~bags~~ are bag is inserted between the front and ~~rear~~ upper armor plates 41 and 42 (not shown). As shown in FIG. 17, the right and left edges 41b protrude more than the upper edge 41a. The reason is to fold the upper armor plate 42 hinged to the upper edge 41a to the front armor plate 41 faster than the right and left armor plates 43 and 44 hinged to the right and left edges 41b when the AFIFD is folded.

Paragraph beginning on page 20, at line 15, has been amended as follows:

The driving means for respectively operating the armor plates are mounted to fold and unfold the AFIFD. FIG. 16 shows an driving means 50 for connecting a predetermined portion of the right and left sides of the front armor plate and a predetermined portion of the side surface of the amphibious vehicle. The driving means 50 folds and unfolds the front armor plate. As shown in FIG. 18, an upper armor plate driving means 45 is connected to the central and lower end of the front armor plate 41 and the central and upper end of the upper armor plate 42. The driving means 45 passes through the inside of the air ~~bag~~, bag 49, and is connected to the predetermined portion of the front armor plate 41 and the upper armor plate 42. The air bag (rubber membrane bag) 49 has at least one connector 49a to provide air through.